

Figure 1: Metered Injection Pumping System for adding resid fuels



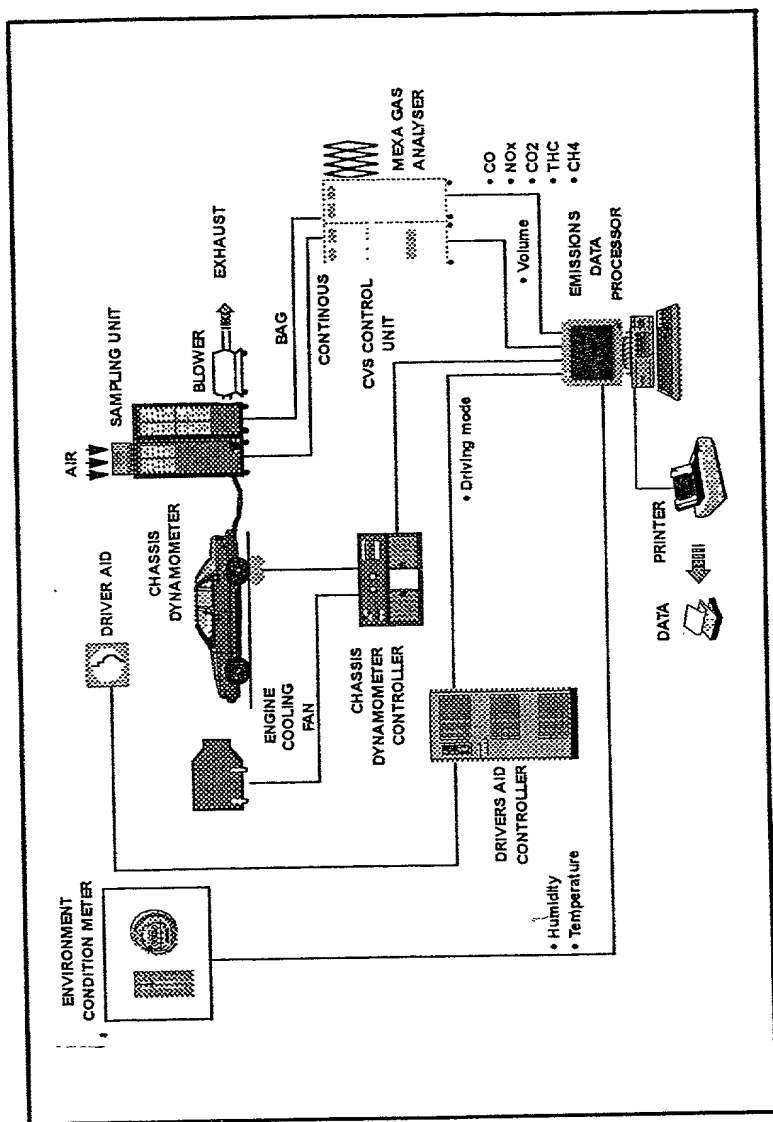


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

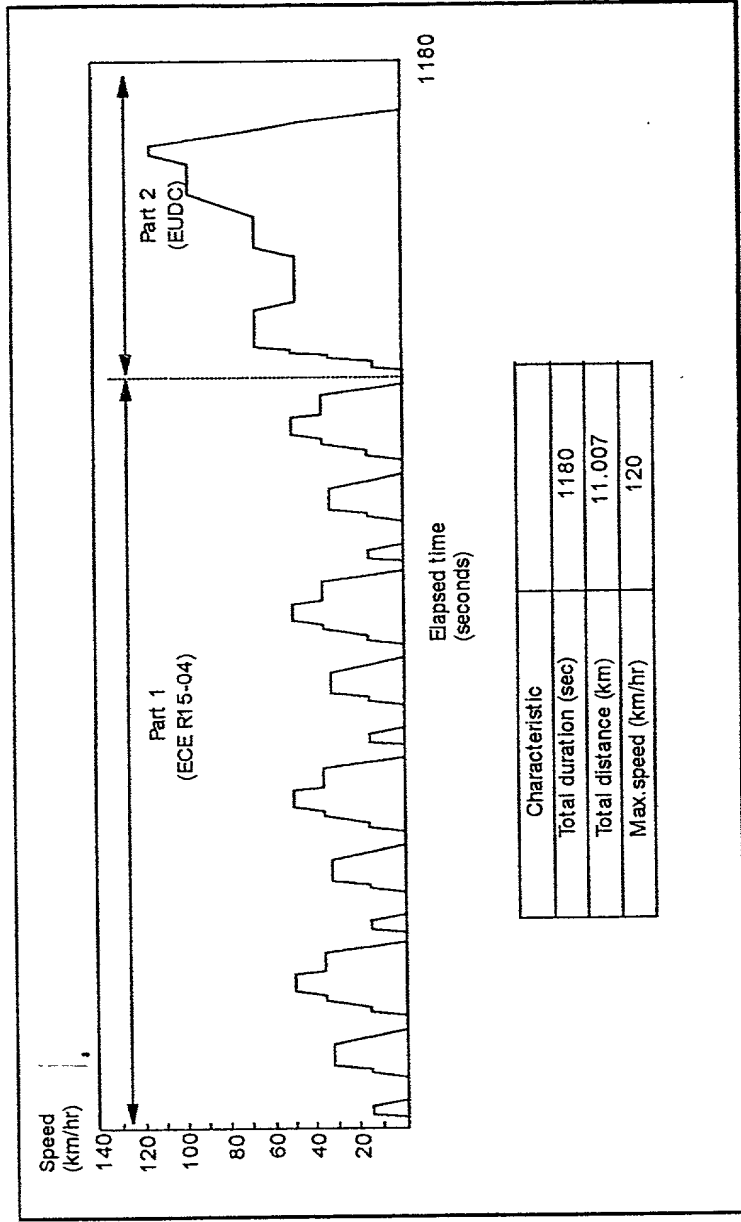


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

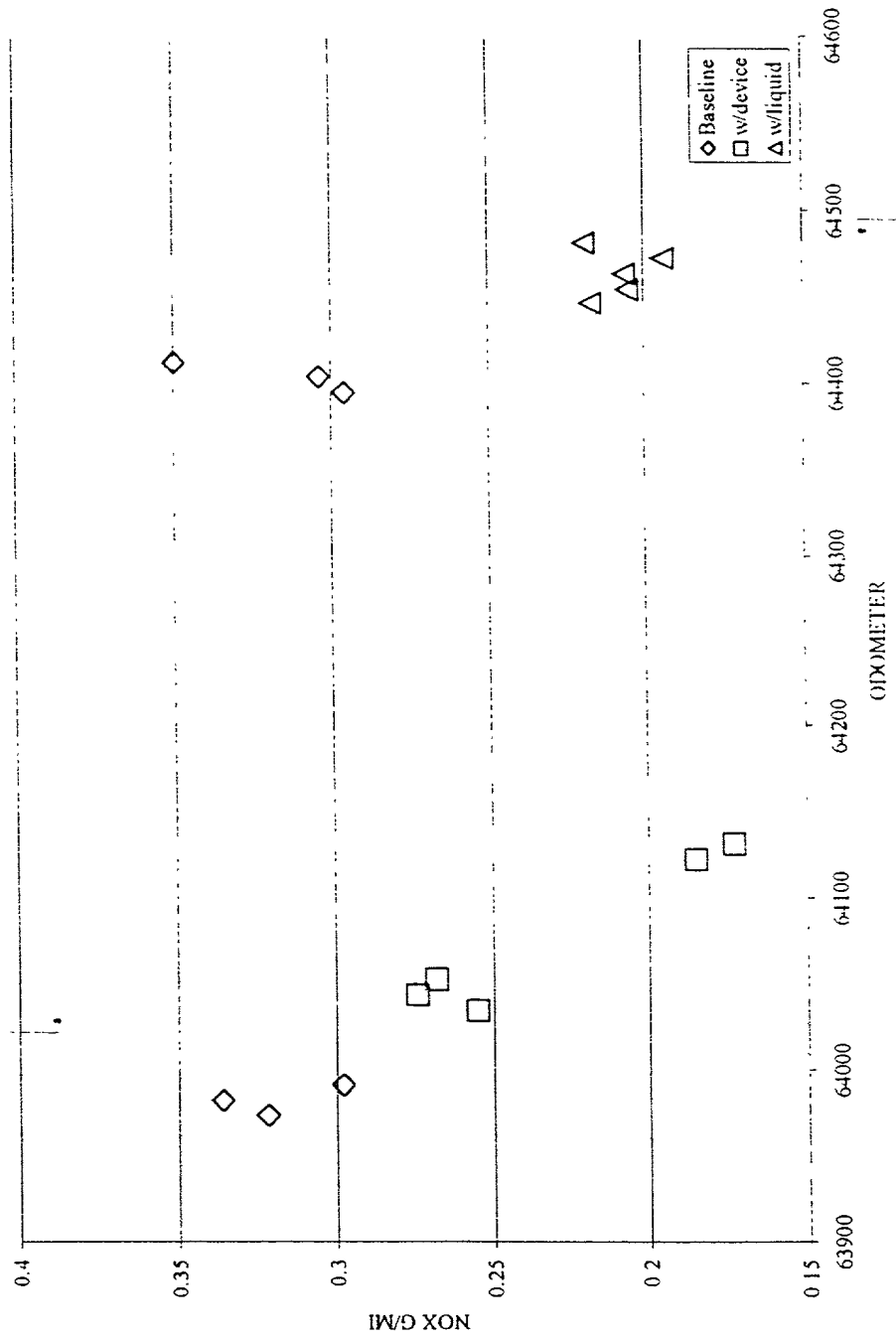


Figure 5: NO<sub>x</sub> emissions as a function of odometer miles for a Ford Taurus

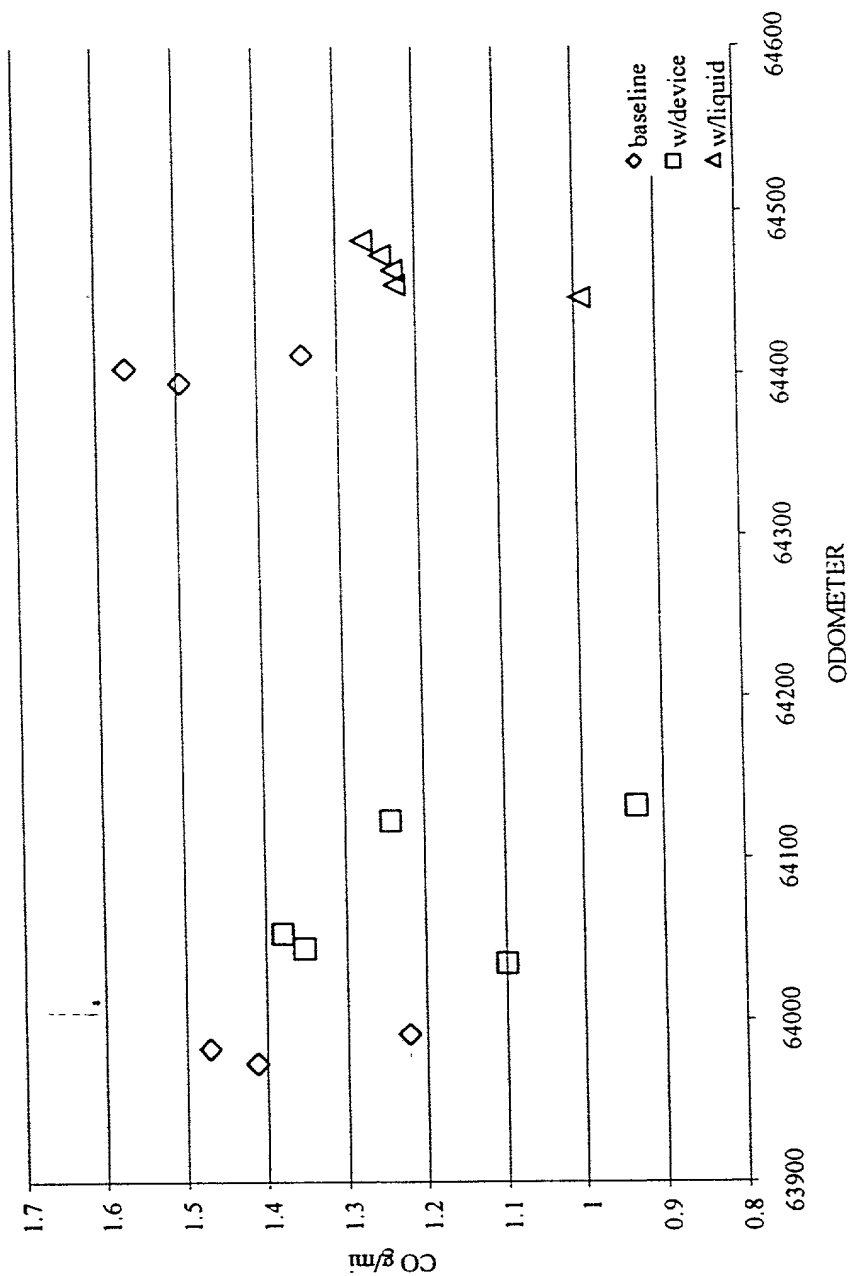


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

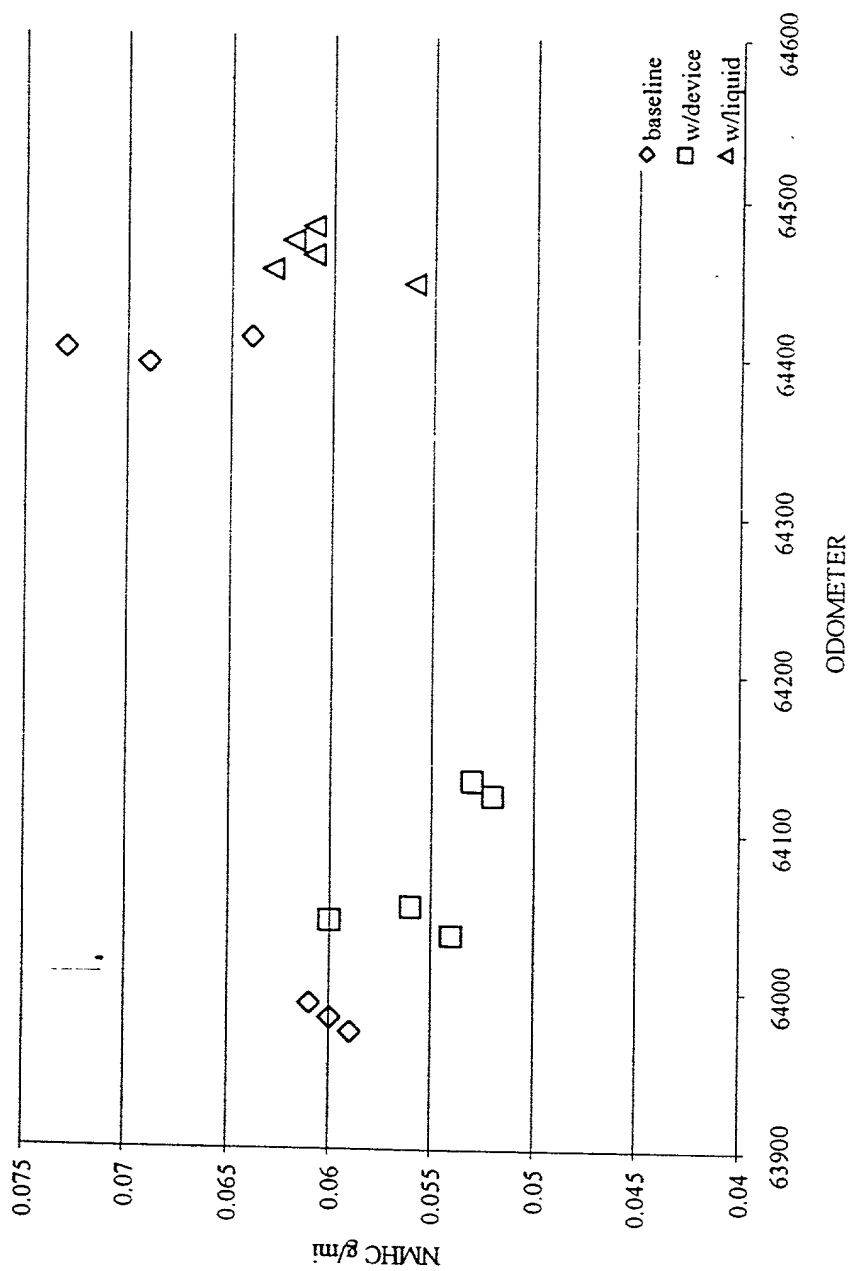


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

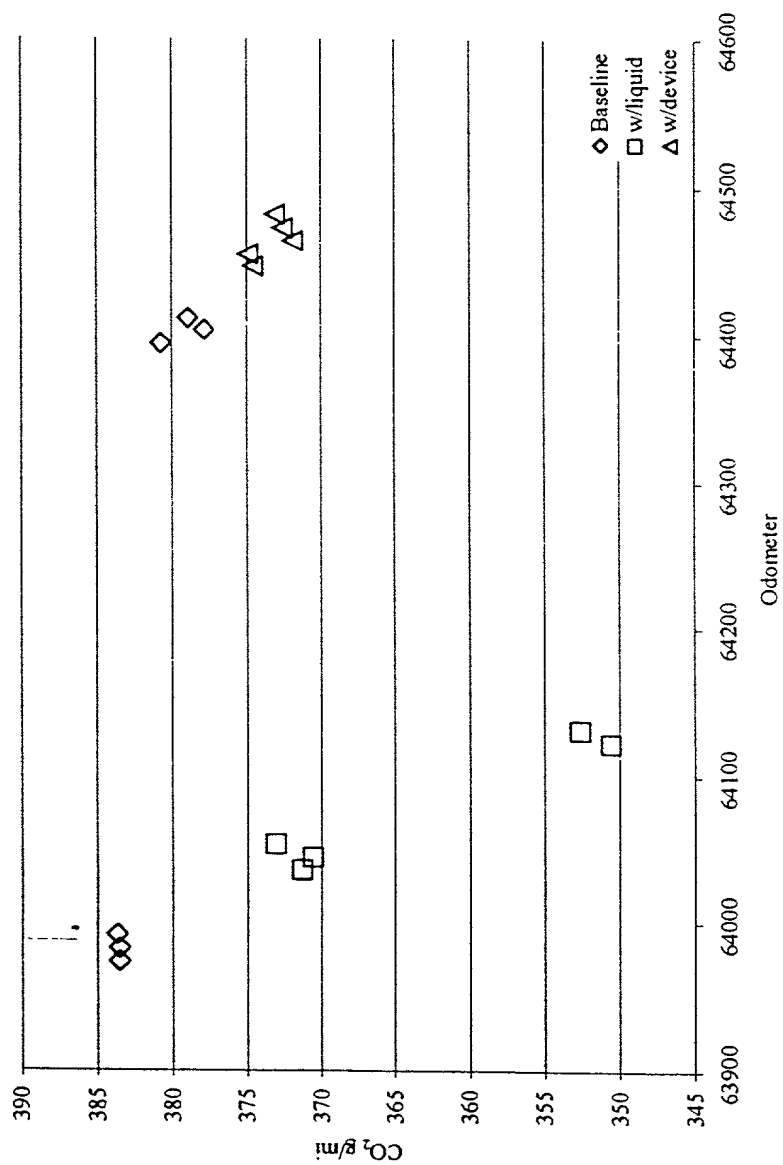


Figure 8: CO<sub>2</sub> emissions as a function of odometer miles for a Ford Taurus



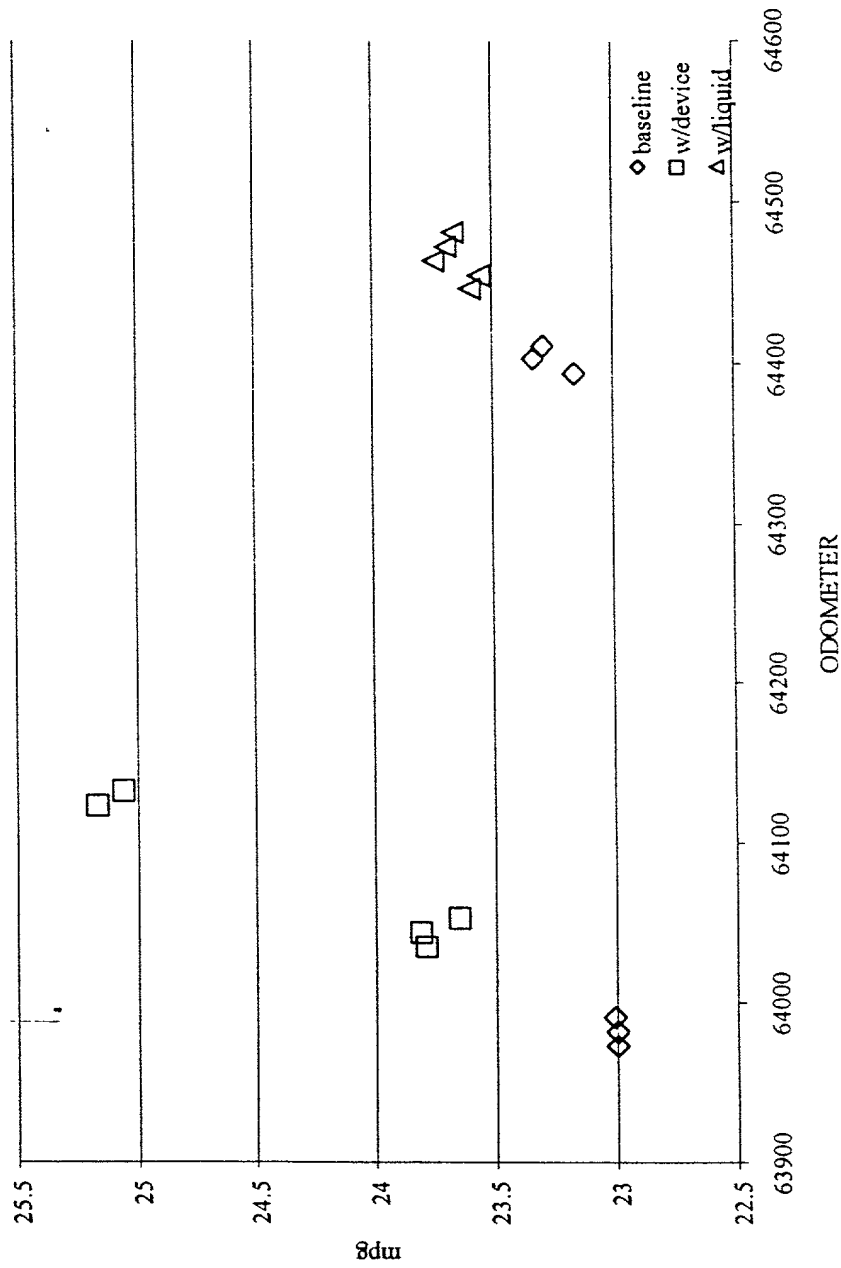


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

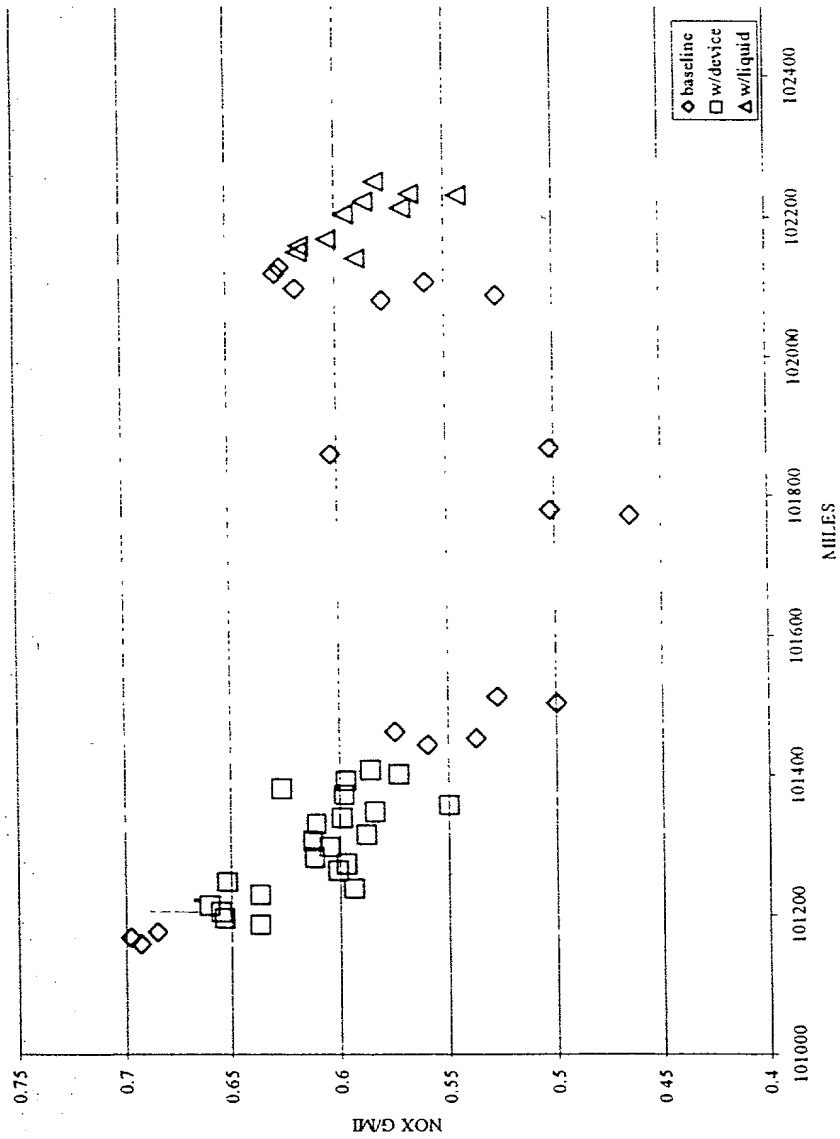


Figure 10: NO<sub>x</sub> emissions as a function of odometer miles for a Honda Accord

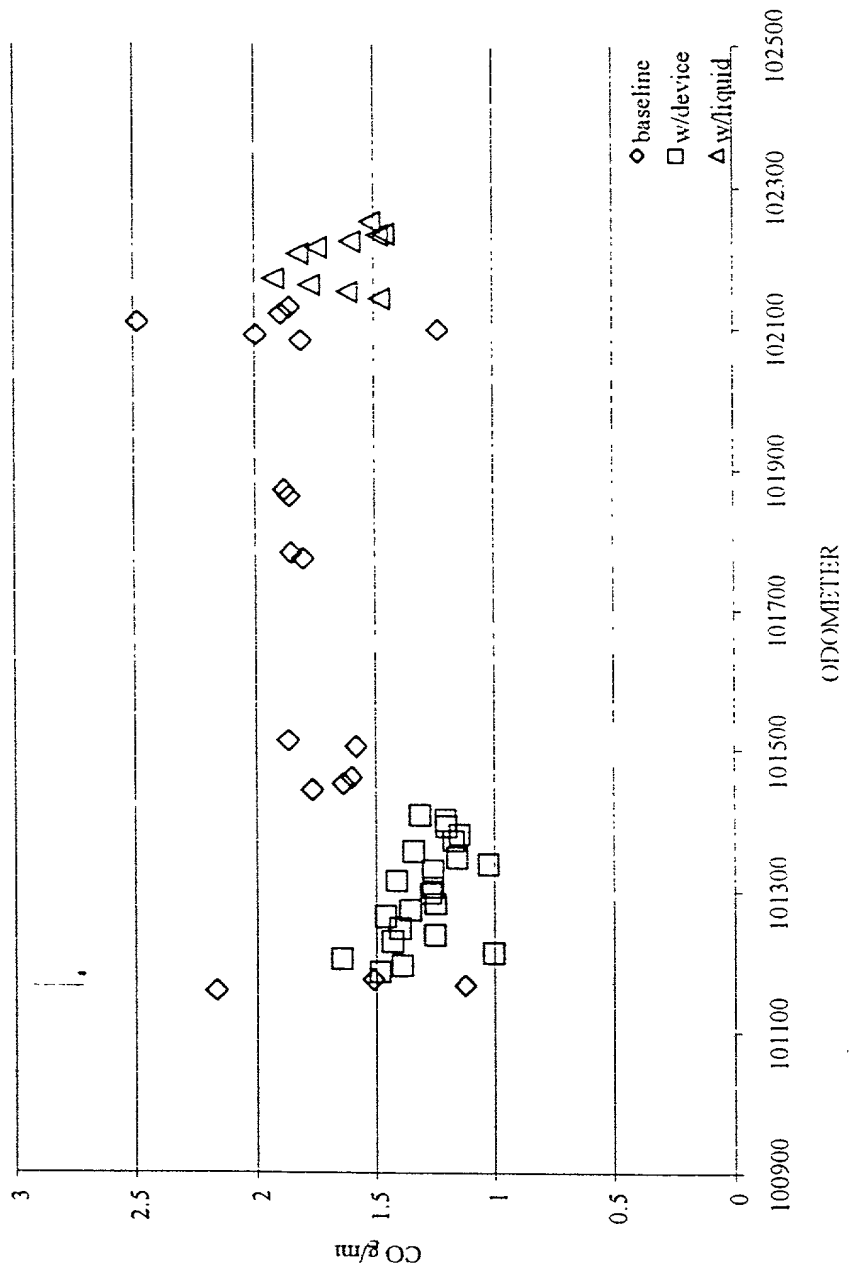


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

30000 30000

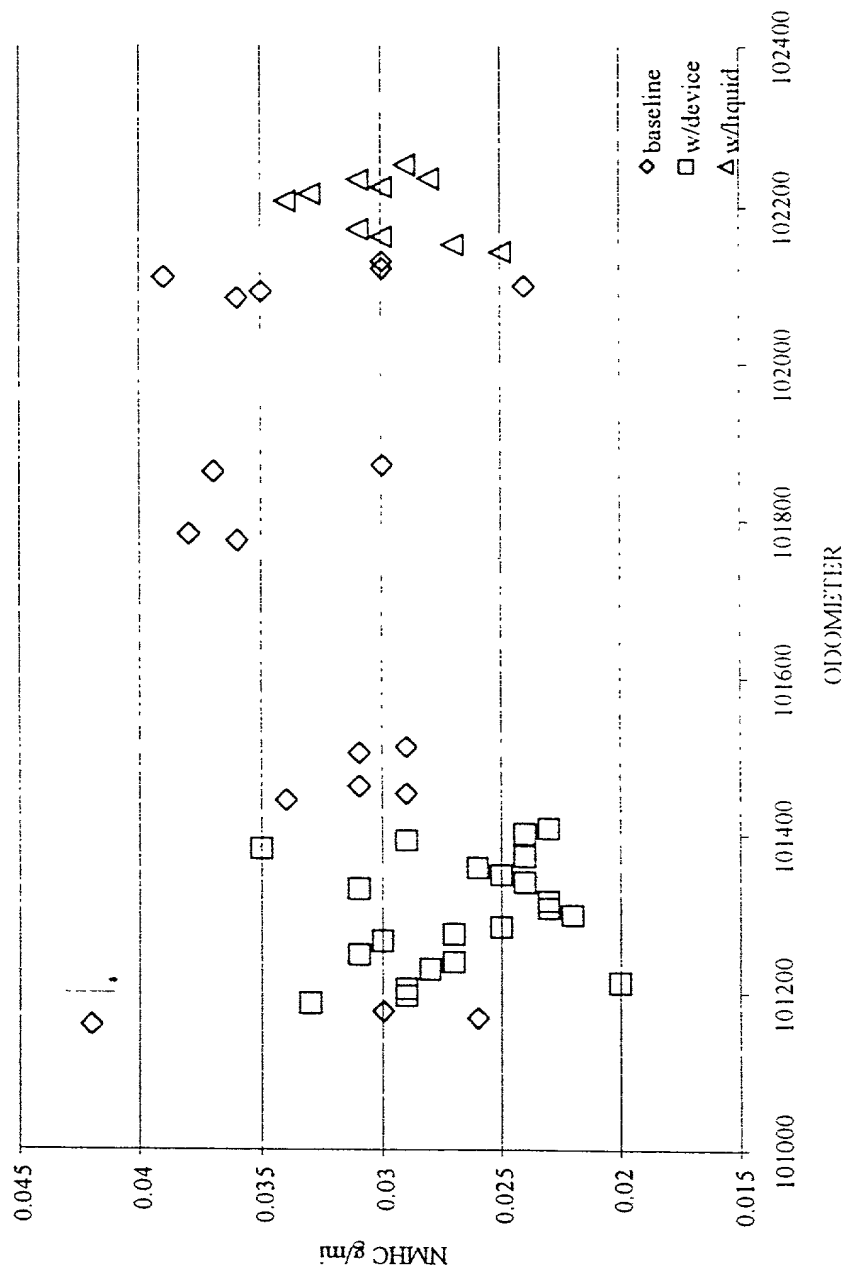


Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

A scatter plot showing CO<sub>2</sub> emissions (g/mi) on the y-axis (ranging from 295 to 330) against Odometer readings on the x-axis (ranging from 101000 to 102400). Three data series are plotted: Baseline (diamonds), w/device (squares), and w/liquid (triangles). The Baseline series shows a general upward trend from ~308 g/mi at 101400 to ~328 g/mi at 102000, with a slight dip at 101800. The w/device series shows a general downward trend from ~312 g/mi at 101200 to ~300 g/mi at 101400, with a slight increase at 101800. The w/liquid series shows a general upward trend from ~312 g/mi at 102000 to ~318 g/mi at 102200, with a slight dip at 102100.

Odometer	Baseline (g/mi)	w/device (g/mi)	w/liquid (g/mi)
101100		324	
101200	321	312	
101300	322	311	
101400	310	300	
101500	312	301	
101600	311	302	
101700	312	301	
101800	308	302	
101900	320		
102000	328		312
102100			311
102200			318
102300			317
102400			316

Figure 13: CO<sub>2</sub> emissions as a function of odometer miles for a Honda Accord

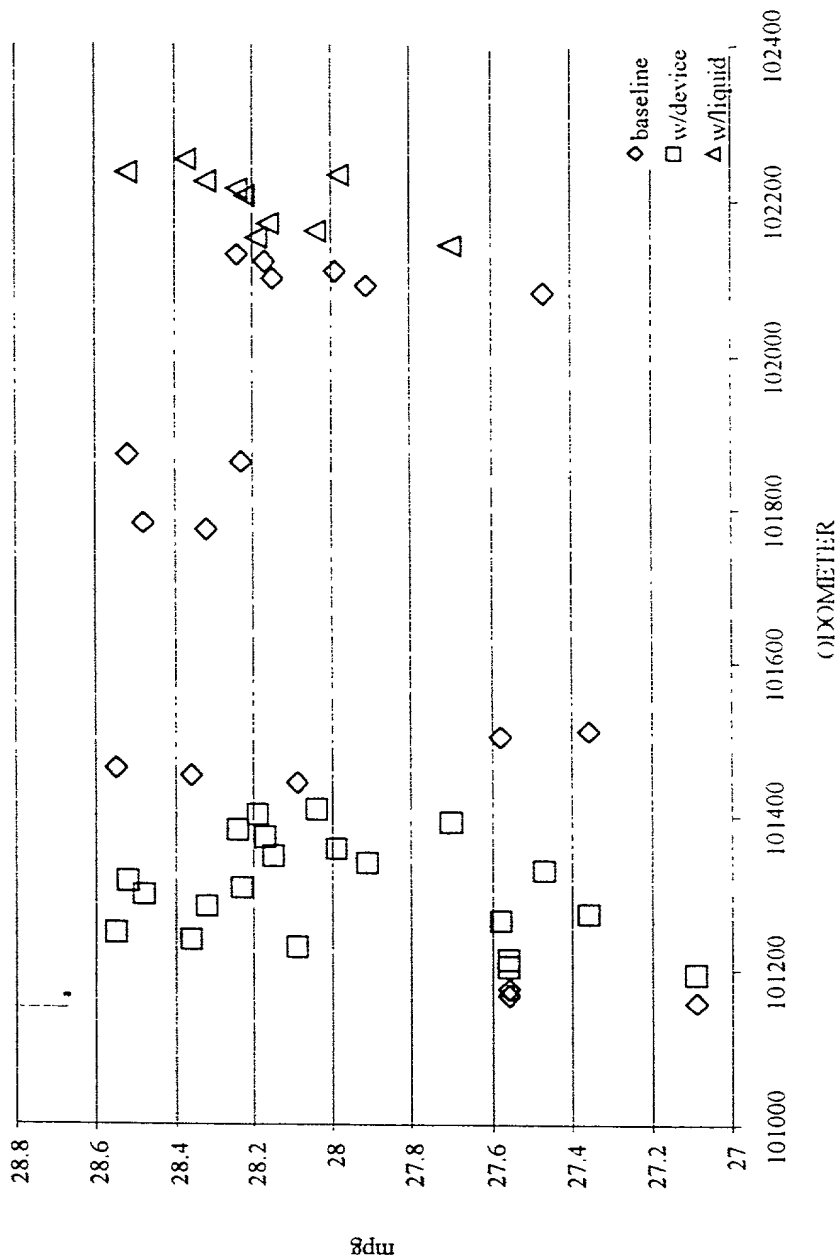


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

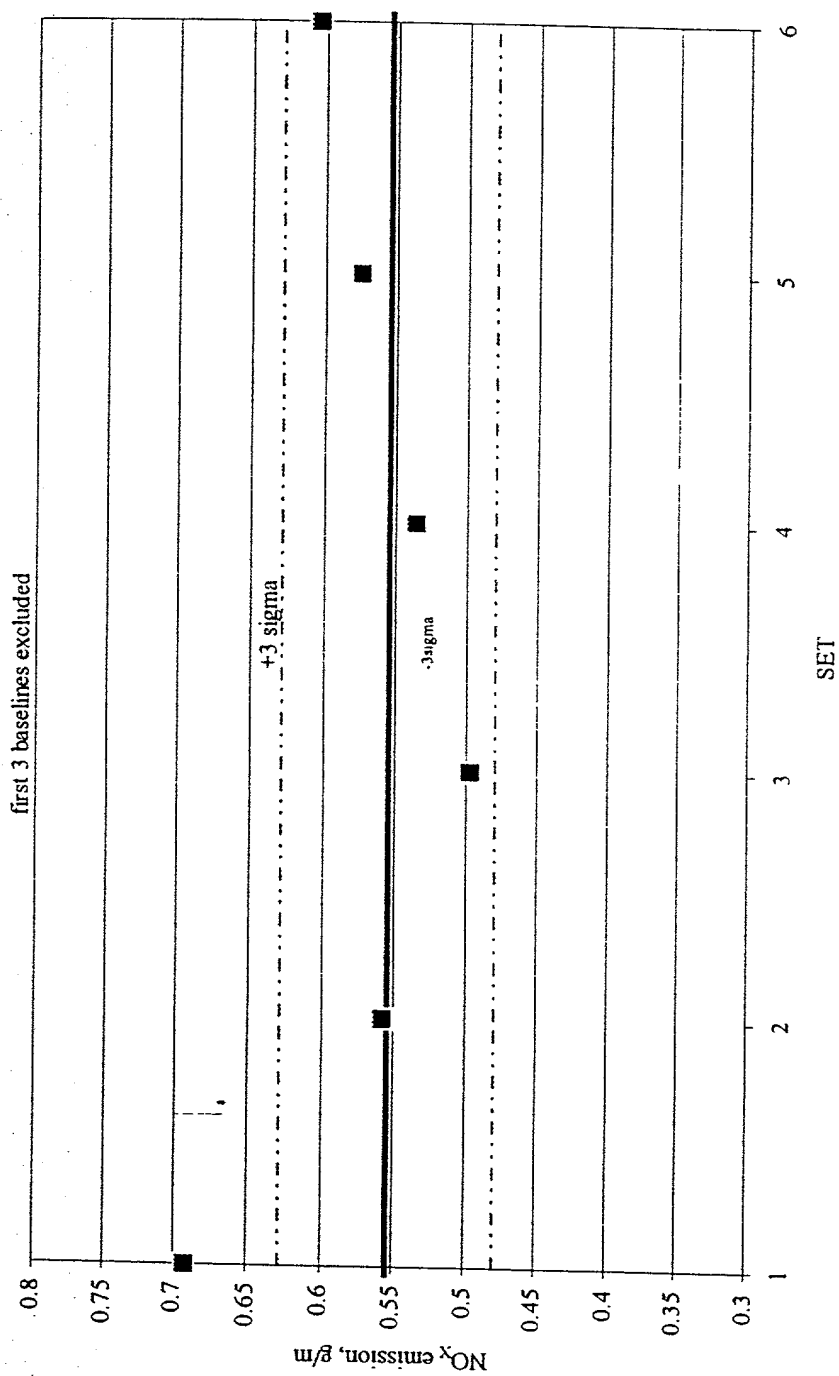


Figure 15: Shewhart Control Plot for  $\text{NO}_x$  in the Honda Accord with the first three baselines excluded

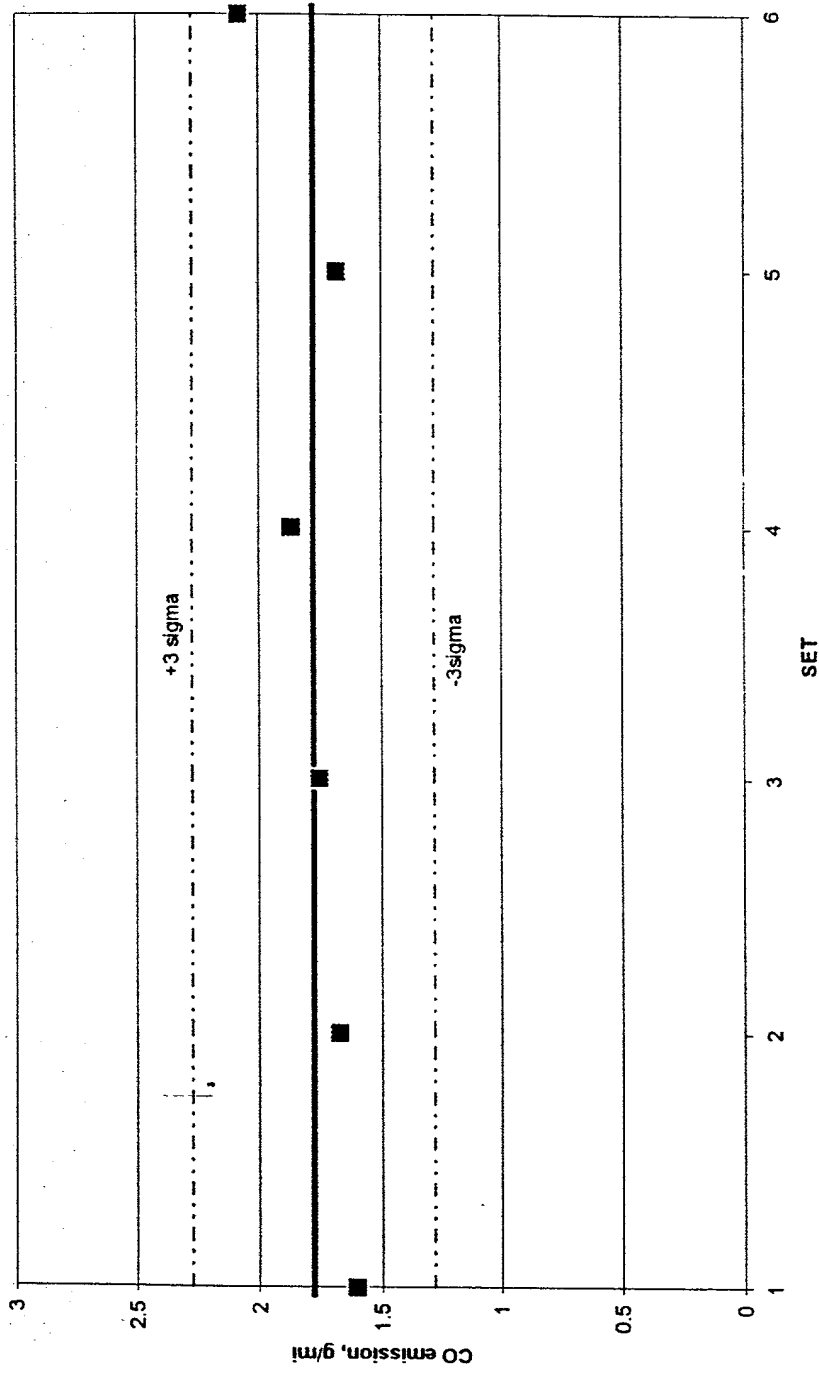


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded



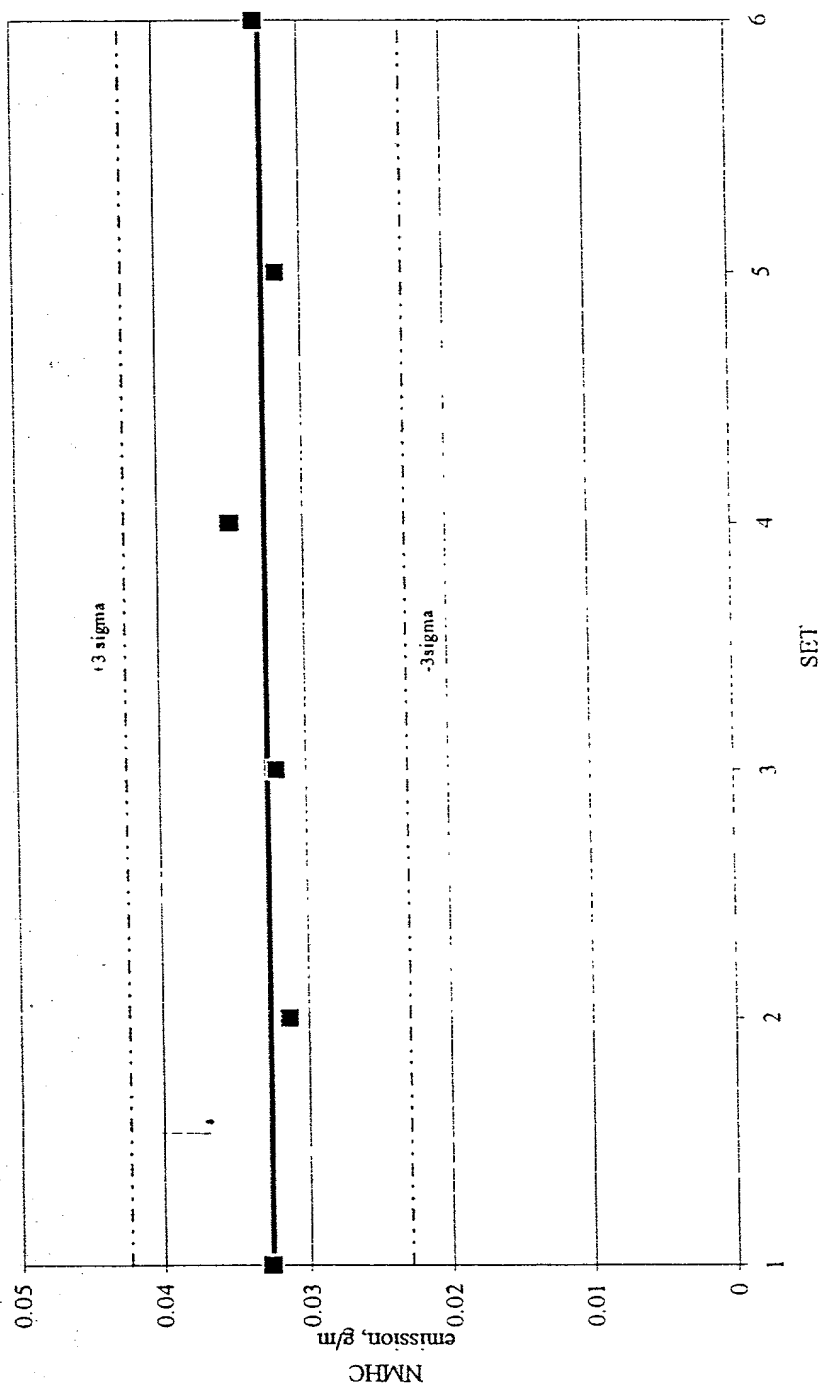


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

# CO<sub>2</sub> EMISSION

## HONDA

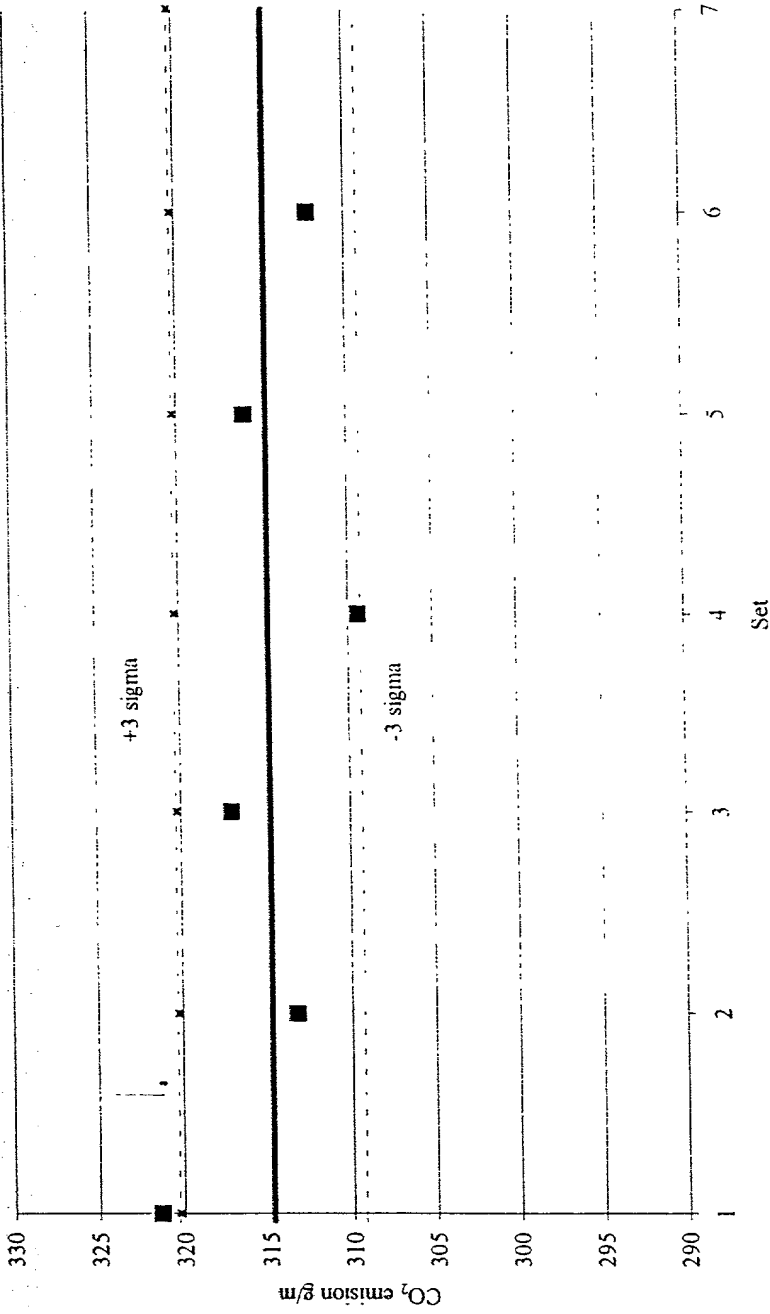


Figure 18: Shewhart Control Plot for CO<sub>2</sub> in the Honda Accord with the first three baselines excluded

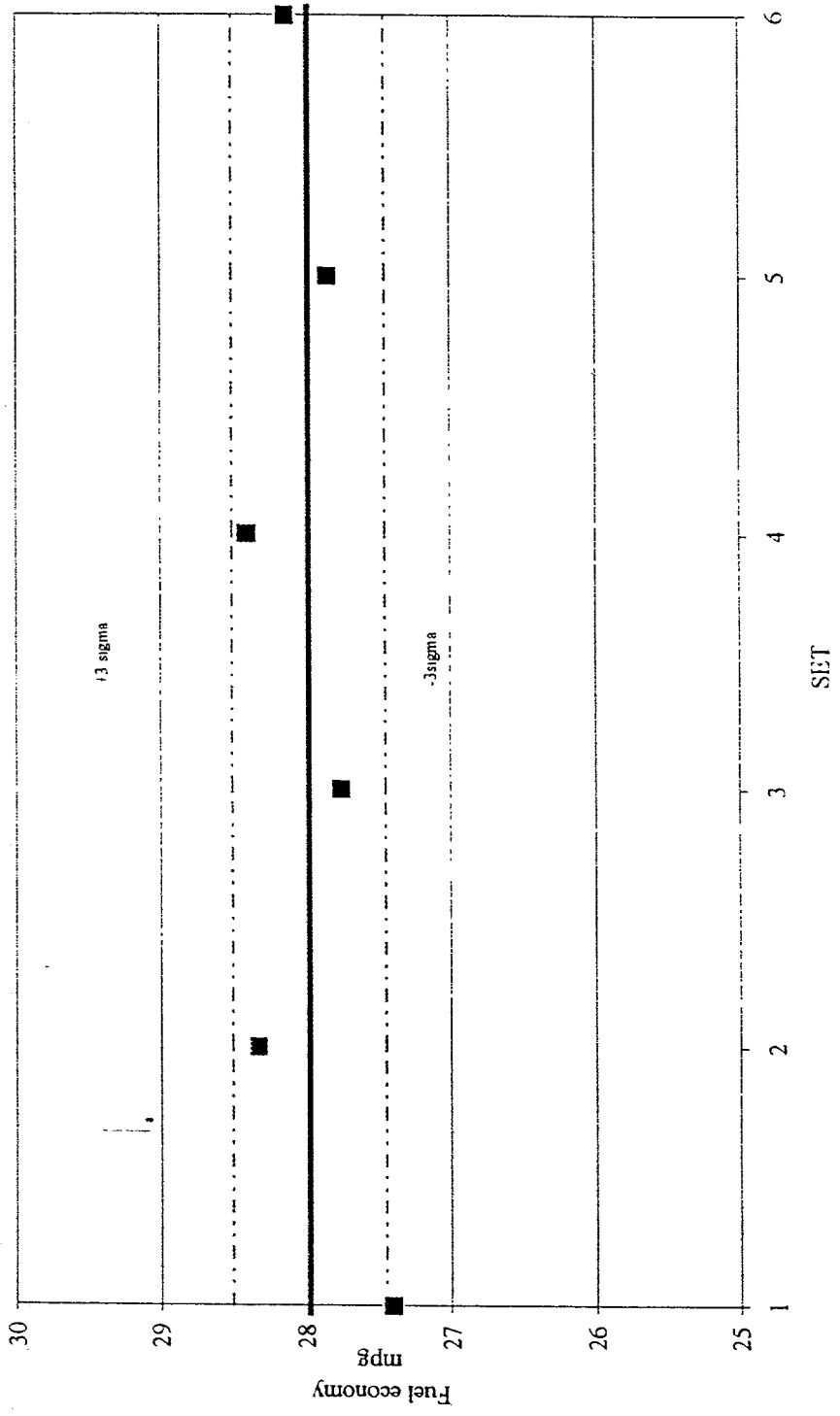
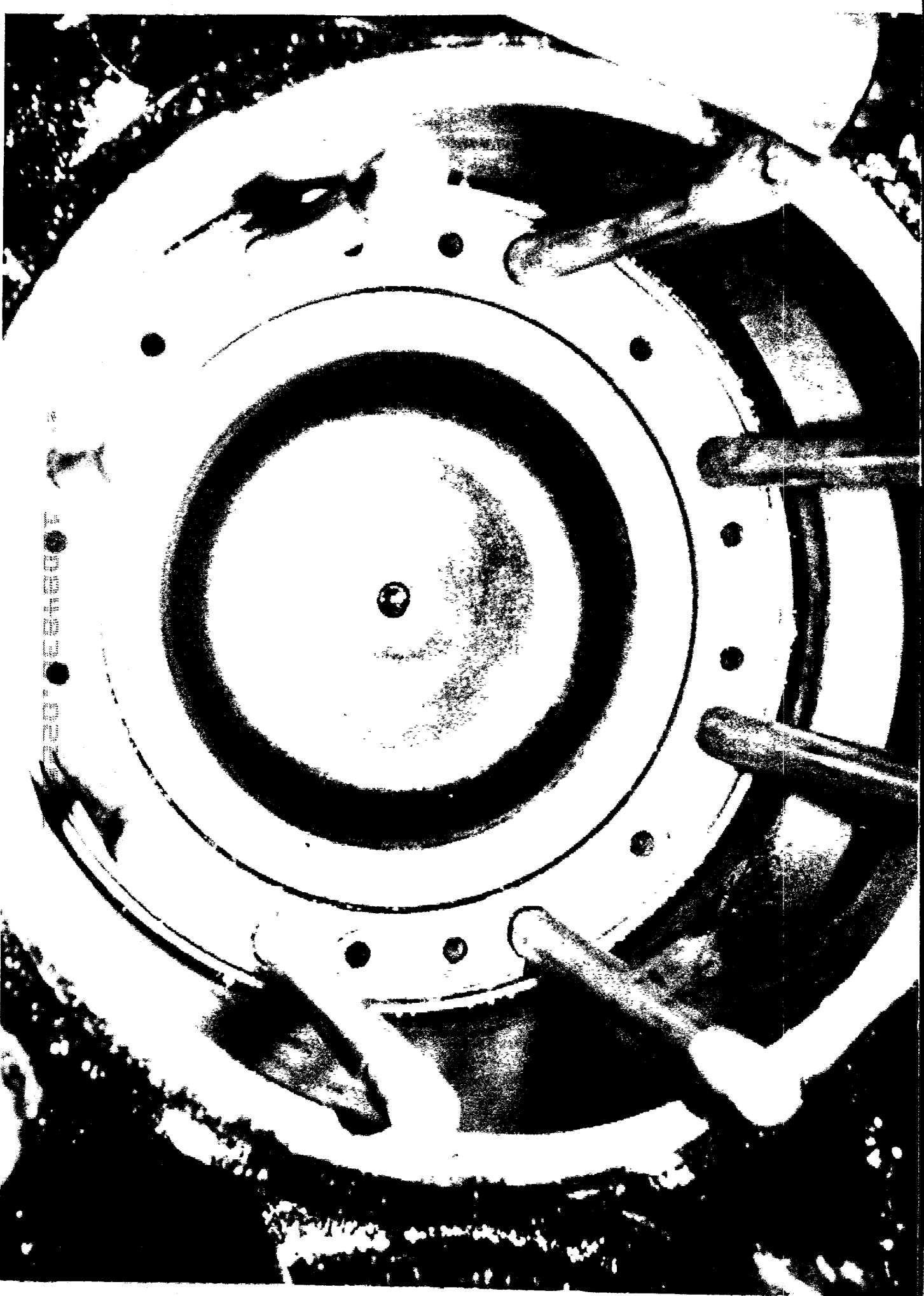
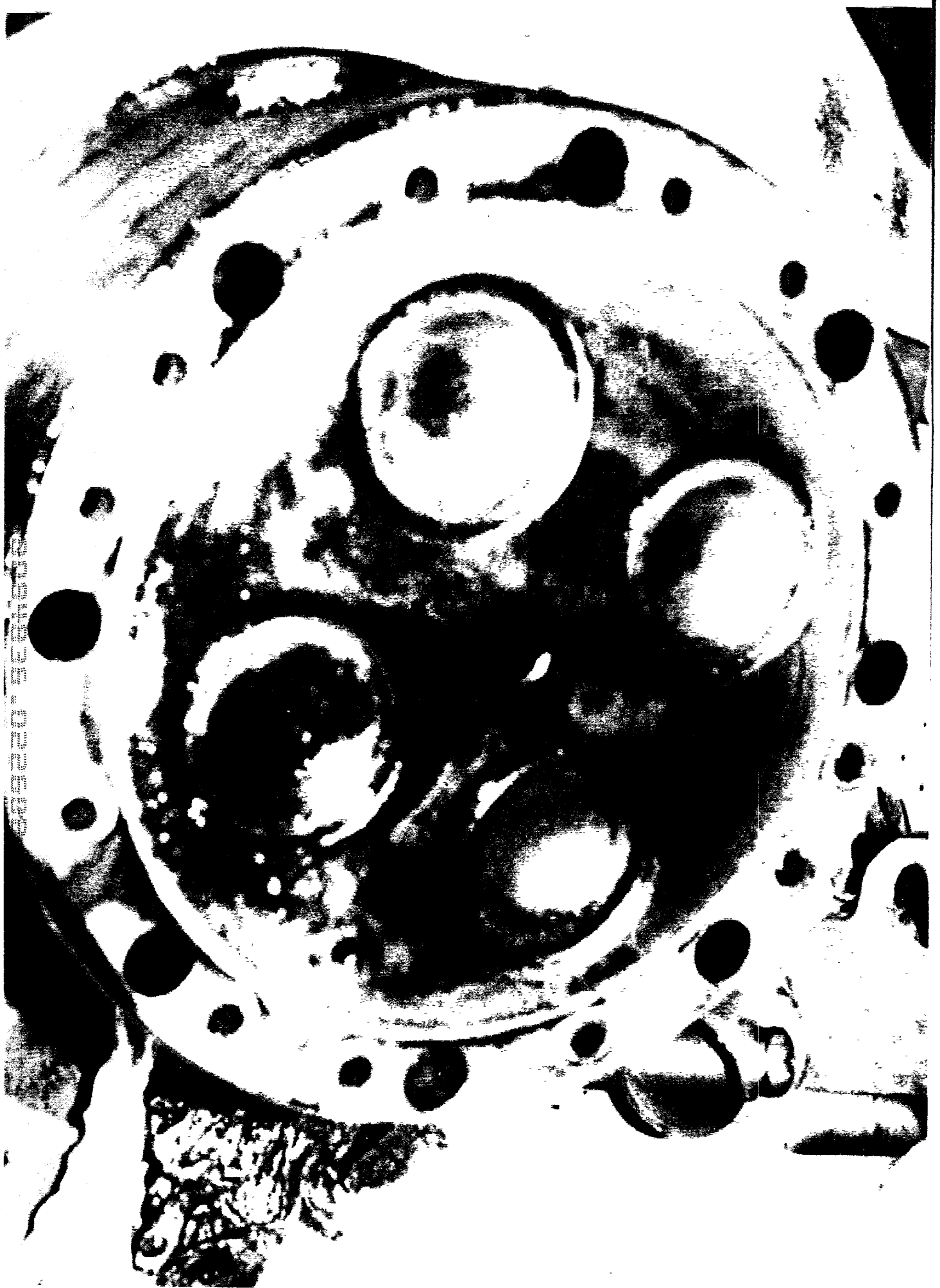


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded





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